

# Shamrock Leads RAILROAD In Light Breeze Despite Blunder

Badly Handled At the Start, When She Lost the Lead to Resolute, the Challenger is Finally Favored By Good Wind and Wipes Out the Resolute's Half-Mile Lead.

In an eight knot breeze the Resolute and the Shamrock are racing off New Jersey coast this afternoon with the Shamrock slightly in the lead at 1:30. The start was made soon after twelve o'clock with the Shamrock first across the line. Soon after, however, the Shamrock had all sorts of troubles with her sails and the Resolute caught and passed her in seven minutes.

With a lead of half a mile to her credit the Resolute ran into a calm and the Shamrock slowly overhauled and passed her. The Shamrock's baby top sail seemed to be drawing better than the Shamrock's big balloner.

Both yachts have worked to the windward of the course to the first mark and at 1:30 Shamrock bore away for it with Resolute more than 200 yards astern. In shore a south-westerly breeze seemed to be working out toward the yachts.

Shamrock picked up the first breath of the southwester at 1:45 and increased her lead to nearly a mile, the first mark being at that time about four miles to leeward.

Sandy Hook, N. J., July 20—Interest in today's race for the America's Cup were increased by curiosity as to whether Captain William P. Burton would make a showing that would warrant Sir Thomas Lipton keeping him in command of the challenger.

Dissatisfaction was reported to have run high among the Lipton forces after Saturday's contest, which was called off when Resolute although showing her heels to the British sloop, was within the six hour limit.

Sir Thomas would not deny that he had virtually decided to replace Shamrock's commander. He did, however, let it be known that Captain Burton would sail again today. He added this significant comment:

"After that I cannot say."

With the score standing 1 to 0 in favor of Shamrock because of withdrawal of the American sloop in the first race after her mainsail had fallen almost to the deck, the crew of Resolute were confident today that they would be able to win three out of five races and retain the cup in this country. From the other camp came word that Sir Thomas was sure his "Irish Sweetheart" had the sailing qualities needed to capture two more contests and lift the bottomless pewter trophy.

As today's contest was really a re-sailing of Saturday's race, the yachts had another triangular course, ten miles to a leg.

Shamrock IV, planned to use a large club topsail today and as a result had to give Resolute a time allowance of seven minutes and one second of 21 seconds over the previous allowance.

An eight knot breeze was blowing from the northwest with a rolling sea at 8 a. m.

Sir Thomas Lipton apparently failed to get his wish for a full sail breeze to show the speed of his sloop. The ground swell that lathered the Sandy Hook spit into soap suds was the aftermath of a two day's wind that began to fade out early today.

It is hardly what we wanted, to show what Shamrock can do," said Sir Thomas as the white and blue guests aboard the steam yacht Victoria.

Resolute's crew had bent on a mainsail which had undergone some cutting at the sailmakers since Saturday's race. The white and blue had also undergone some changes.

Shamrock again was the first of the cup sloops to make sail today.

Robert W. Emmons, 2nd, managing owner of Resolute, said today before she cast off from her moorings that if the better boat won the cup, Resolute would be returned the victor in the series.

"Maybe I'll disguise Shamrock as a steamer and see who she can do," said Sir Thomas today. "I asked Henry Ford the other day when he visited me if he could not put an invisible motor in his boat."

A heavy fog mantled the sea this morning and through the murk came the warning cry of the sea strewn on the Ambrose Channel light vessel, nine miles away, clear evidence that the northwest wind was much lighter off shore.

Shortly after 9 a. m. the wind began to freshen and prospects for a real race were better.

When Shamrock dropped her moorings at 9:45 a. m. and headed seaward there was not as much wind off shore as came over the top of the Jersey Highlands.

Resolute dropped her moorings at 10:15 a. m. and took a tow for the light ship. Fog obscured the starting point from spectators on the Jersey headlands.

to seven knots an hour and gave every indication of holding.

At 11:20 the regatta committee hoisted the "G" signal flag, postponing the start of the race until later in the day, evidently in the hope of a stronger wind.

At 11:42 a. m. the committee hauled down the postponement flag. The committee then set signals for today's triangular course:

First, a round south-southeast; second, a beat west by north, and third, a reach to the finish northeast by north.

The preliminary signal was sounded at noon for a start at 12:15 over a triangular course leading out to sea, back toward the Jersey shore to a point off Shrewsbury rock, thence back to the Ambrose Channel light ship.

Then Shamrock broke away and gave the yachts just steering way.

Resolute came down and tacked underneath Shamrock. Then both stood along with only 50 yards between them and Shamrock was well ahead. Then Shamrock broke away and headed back to the lightship, followed by Resolute. The wind was very soft and the yachts moved slowly.

Shamrock led across the line at 12:15:48, followed by Resolute at 12:16:25, although Resolute allowed the challenger to start first, the Lipton craft had trouble with its balloner which would not break out and was promptly hauled down, the British sailors working feverishly to clear the fouled sail.

Nearly catching Shamrock five minutes after the start, Resolute sailed past her to leeward at 12:22. Having cleared the fouled jib topsail, the crew of Shamrock set their spinnaker. It did not draw well, and Resolute sped on with her big balloner out and the other head sails drawing well.

It was evident to observers that sail handling on the challenger had been bungled. The spinnaker was taken in at 12:25 and a smaller one set. This also failed to fill quickly and 10 minutes after the start Resolute was leading by 50 yards. At 12:30 her lead was 200 yards. She was slipping along smoothly and fast under main sail, club topsail and big balloner. Shamrock was steadily dropping behind because her headsails refused to fill and it looked as if her skipper was in trouble again.

At 12:33 Shamrock lowered her fore staysail and jib and set an English bowsprit spinnaker or balloon foresails. She still clung to No. 1 reaching jib topsail. By this time Resolute was 300 yards ahead.

At 12:50 Resolute was sailing along easily with her balloner drawing splendidly while Shamrock was flapping the wind out of her small reaching jib topsail and the little fore topsail that looked like a flower on the fore topsail as it was hoisted only half way to the cross trees. Yachting experts couldn't understand why Burton did not set his balloner.

At 12:55 Resolute began hauling to the south. Resolute broke out her jib and prepared to beat to the first mark. Shamrock was half a mile astern, but somewhat to weather.

At 1 p. m. Resolute ran into a soft spot and Shamrock drew up within a quarter of a mile of her.

At 1:10 Shamrock passed Resolute to windward and took the lead again. At 1:25 with her little fisherman's staysail set ahead of her mast drawing nicely, Shamrock ran a quarter of a mile ahead of Resolute. She picked up a puff of air and sailed around Resolute to windward, lapped being with Shamrock for the first time.

Resolute still clung to her balloner which seemed to draw well, but could not, apparently, compete with Shamrock's baby fore topsail.

Two airplanes raced up and down the course, coming closer to the cup craft than the yachts. Overhead hovered a big naval dirigible.

## BLEWITT FINED \$150 IN ASSAULT

Thomas J. Blewitt of 267 Willow street, a laborer, was fined \$150 in city court this morning for assaulting Leo E. Liddle of 241 Deacon street, at the Lake Torpedo Company's plant on May 27. Blewitt contended that his fellow workmen tantalized him continually, and on the morning of the assault, Liddle is alleged to have flashed a blow torch in the labor man's face. Blewitt hurled a heavy hammer in the general direction of his alleged tormentor, and the tool struck Liddle on the head, causing a fracture of the skull. The accused said this morning, that on one occasion a workman burned his leg with a torch, and when he remonstrated against such treatment, received the reply:

"You're dead anyhow, and I only wanted to cremate you."

RECKLESS DRIVER IS FINED \$15

Harry Shapiro of Main street, driver of an automobile which which collided with the truck of Leroy Mayer, 1369 Main street, in Fairfield avenue on July 5, was arraigned in the City court this morning, charged with reckless driving. The case was nolleed upon the payment of \$15.

When the trucks came together, Mayer's machine was thrown up on the sidewalk, striking Officer Orsamus Bagley and damaging a letter box and fire alarm signal. As the result of injuries sustained in the accident, Officer Bagley was off duty for 12 days.

AWARD CAUSED MODERATE SELLING

New York, July 20.—(Wall Street 10:30 a. m.) Announcement of the \$600,000,000 railway wage award, made just by the opening of today's stock market, occasioned moderate selling of the railroad group. Traders acted on the assumption that the amount of the award would be unsatisfactory to the railroad workers.

At 41 a. m. the breeze had increased

## 2,000,000 Employees to Receive Increases of 21 Per Cent. Retroactive to May 1—Pennsylvania Road to Let 12,000 Men Go.

Chicago, July 20.—The railway labor board today awarded 2,000,000 organized railway workers wage increases totalling \$600,000,000. The increases are approximately 21 per cent.

"The board assumes as the basis of this decision," the award says, "the continuance in full force and effect of the rules, working conditions and agreements in force under the authority of the United States Railroad Administration. The intent of this decision is that the named increases, except as otherwise stated, shall be added to the rates of compensation established by the United States Railroad Administration."

The award is retroactive to May 1 of this year.

The decision of the board grants to the railroad workers approximately sixty per cent. of the billion dollar increases which they sought.

Presidents of all the leading brotherhoods and representatives of the railroad managers were present when the decision was made public.

The increases follow:

Passenger service: Engineers and motormen, firemen, helpers, 80 cents per day.

Freight service: Engineers, firemen, helpers, \$1.04 per day.

Yard service: Engineers, firemen, helpers, 18 cents per hour.

Passenger service: Conductors, ticket collectors, baggage men, flagmen and brakemen, \$30 per month.

Suburban service, passenger employees \$30 per month.

Freight service: Conductors, flagmen and brakemen \$1.04 per day.

Supervising rates established by the railroad administration, the board fixed the following schedules:

Yard service: Foremen \$5.95 per day; helpers, \$6.48; switch tenders, \$5.04.

Hostler service: Outside hostlers \$6.24 per day; inside hostlers \$5.60 per day; helpers \$5.04.

The following increases were authorized for shop employees:

Supervisory forces—machinists, boilermakers, blacksmiths, sheet metal workers, electrical workers, power line men, carpenters, tenders and coremakers, including those with less than four years' experience, all crafts, 13 cents an hour. Regular and helper apprentices and helpers, all classes, 13 cents an hour. Car painters, 10 cents an hour.

Telegraphers, telephone operators, agents, towermen, locomotive men, train directors, block operators and staff men, ten cents an hour. Agents at small non-telegraph stations, five cents an hour.

The following increases were granted maintenance of way and unskilled forces:

Construction forces, their assistants, section, track and maintenance men, foremen, bridge tenders, hoisting firemen, pumpers, enginemen, crossing watchmen or flagmen and lamp lighters and tenders, 8 1/2 cents an hour.

Train dispatchers are given an increase of 13 cents an hour, and yardmasters and assistant yardmasters 15 cents an hour.

Storekeepers, chief clerks, foremen and other clerical supervisory forces, clerks with one or more years railroad experience, train and engine crew callers, assistant stationmaster, train announcers, gatemen and baggage and parcel room employees, 13 cents an hour.

Janitors, elevator and telephone operators, watchmen, employees operating office appliances and similar work, 10 cents an hour.

Freight handlers or truckers, 12 cents an hour.

All common laborers in and around stations, storehouses and warehouses, not otherwise provided for, 8 1/2 cents an hour.

Of less than one year's experience, 6 1/2 cents an hour.

Office boys, messengers and other employees under 18 years of age, five cents an hour.

Stationary engine and boiler room employees were advanced 13 cents an hour for engineers, firemen and oilers, while water tenders and coal passers received a ten cent increase.

In the signal department foremen, inspectors, maintainers, signal men and their assistants were increased 12 cents an hour; helpers 10 cents an hour.

The new railroad unions which called the series of strikes this spring after their members had broken away from the recognized brotherhoods, will submit the board's decision to referendum vote of their membership.

John Grunau, President of the Chicago Yardmen's Association announced today.

Rejecting the demands for the re-organized rail unions for increases totalling approximately one billion dollars the board decided approximately 60 percent of that sum would be a just increase to meet present living conditions.

Whether the award as given will stave off the threat of a general railroad strike remains to be seen. The leaders of practically every one of the sixteen big railroad unions were present when Judge E. M. Barton, chairman of the board, handed down the decision. They left immediately

## MARBLE BRIDE



August Janny of New York has asked the courts to annul his marriage to Mrs. Perchione Janny (above) who came from Paris to New York to marry him. Janny says his bride told him a few minutes after the ceremony that she could never live with him as his wife. Mrs. Janny recently left him and returned to Paris.

## CUMMINGS IN LEAD FOR CHAIRMAN

Chairman of Democratic National Committee, to Be Elected Today—Moore Says He Doesn't Want the Place.

Columbus, O., July 20.—Choice of commanding officers for the Democratic battle front confronted the Democratic National Committee as it assembled at a hotel here today.

The wishes of Governor Cox were paramount and he and Franklin D. Roosevelt were invited to the meeting.

Choice for the chairmanship of the committee lay between Homer S. Cummings of Connecticut, the incumbent, and Edmund H. Moore, Ohio's committeeman and pre-convention manager for Governor Cox. The governor favored Moore but the latter has been reluctant to accept. Many committee members expected the election of Mr. Cummings. Re-election of most of the other officers of the committee was satisfactory to Governor Cox.

## PERMIT CARS TO BE PARKED ON CITY PLAZA

Superintendent of Police Patrick Flanagan announced this morning that starting today automobiles may be parked on the city plaza in Water street. Vegetable dealers who recently occupied a space on the plaza have been assigned to the southeast corner of the park and moved their stands to the new location this morning.

The plaza will be patrolled by police, but no special officer will be assigned to guard automobiles which may be parked there.

The black and yellow traffic signs which recently were taken down in the streets of the city have been taken in and are now receiving a coat of red and white paint. A few of the newly painted signs have been placed in position, and the others will be set up as soon as the painting is completed.

The color scheme has been changed in order that the signs may conform with the red and white markings which blaze the post road route.

WANTS \$3,000 DAMAGE.

Claiming that an automobile owned and driven by Herbert J. Keddy of New York, collided into his car, in Stamford, on July 5, Edward M. Potts of West Medford, Mass., has filed action in the superior court with a claim for \$5,000. The plaintiff claims that Keddy's car was being driven in a careless and negligent manner. Goods belonging to Potts have been attached to the amount of \$5,000.

to present award to 1,000 general chairmen, who had gathered here to pass on it. The union presidents refused to make any comment before the meeting. The approximate terms of the decision had been known to them yesterday and they believed then their men would stay in line at least until a referendum vote could be taken. Nearly a month will be needed for the referendum.

12,000 MEN TO GO.

Philadelphia, July 20.—With the statement that "it is time the men got down to work," the Pennsylvania Railroad made known today that within the next few days it will dismiss approximately 12,000 employees. All are in the eastern region, which is bounded on the west by Altoona, the north by Lake Ontario, the south by Washington and the east by the Atlantic Ocean. Virtually every class of workers is affected except engineers, firemen, conductors, brakemen and switchmen.

It is estimated that between 1,000 and 1,500 men will be laid off in Philadelphia and suburbs.

The notices of dismissal will be effective five days after their receipt, which, in many cases, mean today.

Clerks, shopmen and maintenance of way men are the ones most affected by the order. Elisha Lee and general officials of the Eastern region, of which, as Vice President, he has charge.

The statement added that it was hoped a price the dismissed men in other sections.

## WOMAN IN HOOGH AUTO

Gin and Alcohol Seized By Federal Agents Near Greenwich This Morning—Wild Chase for Flying Auto From Greenwich to South Norwalk.

Five men and one woman were seized late last night by four Prohibition Enforcement agents on the post road on the hill just outside of Greenwich and brought to this city this morning and arraigned before U. S. Commissioner Lavery charged with transporting liquor without a permit.

The men arrested were William Bondavand of No. 1818 Purchase St., New Bedford, Mass., and his wife who were riding in the front seat of the first car, and Joseph Samuelson who was riding in the rear of the same car. Samuelson gave his address as 30 Welcome street, New Bedford. In the other automobile that was seized was Angelo Dippito of 25 Warren St., Medford, Mass., Tony Sgarlatto of 82 Lenox St., Roxbury, Mass., and John Foti of the same address.

When arraigned before Commissioner Lavery this morning Bondavand was released on his own recognizance and will be given a hearing later in the month. His wife, who was just a passenger in the car, was not held. She told the Commissioner she had just come from a hospital and was taken home by her husband. The other four men arrested were all released in bonds of \$500 each and will be given a hearing later in the month.

One hundred and seventy quarts of beer taken from the auto driven by Bondavand and 33 five gallon cans of pure alcohol were taken from the second car. The hoogh is being held by the Greenwich authorities. When first ordered to stop the three men in the second car refused to do so and the federal agents gave chase, capturing the car after it had gone a short distance.

The two cars were headed for Massachusetts and had come from New York.

ARRESTED FOLLOWING CHASE.

South Norwalk, Conn., July 20.—John Iorio, of 169 Wall street, New Haven, was arrested here at 1:30 o'clock this morning for Federal Agent Daniel McCarthy of New Haven, and the Greenwich police, after he was discovered on the Old Dominion Point road in a touring car, the property of James Mosco of 19 Myrtle street, New Haven. The car had been given chase earlier in the evening from Greenwich by Agent McCarthy and Patrolman Alfred Briggs of the Greenwich police department, as it was believed to engage in "rum running."

Briggs was assaulted by three occupants of the car just outside of Darien, the motorcycle being smashed and the patrolman's revolver taken from him, according to reports given here. He was badly beaten.

Iorio stated to the local police that Mosco and another man whose name he did not know, had left him in the car and had gone to get some oil for the bearings of the car.

The New Haven police were notified and Mosco and his companion were arrested as they reached New Haven on an early train.

Federal Prohibition Enforcement Agent Harry Welch of this city left on an early train for Greenwich this morning after he had been notified by Chief Smith of the New Haven police of the arrest of Mosco and his companion. None of the latter had been brought here before U. S. Commissioner Lavery up to press time.

The police in Greenwich vigorously denied that Patrolman Briggs had been assaulted by the three occupants of the car that he was chasing. According to the story given out by the chief of the Greenwich police this afternoon, Patrolman Briggs took up the trail of the automobile on a tip that it was a stolen car that he had been ordered to be on the watch for. While pursuing the car his motorcycle was ditched and the three occupants were brought before U. S. Commissioner Lavery up to press time.

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Harry Welch, the prohibition enforcement agent, was working on the case in Greenwich at press time and could not be reached.

HURESKY MUST SUPPORT CHILDREN

Because he failed to provide for the support of his three minor children, after being ordered to do so by the court, John Huresky, of 71 Trowel street, was arrested last night and brought before the City Court this morning. The man claimed that he had no money and was unable to pay the support of his children. Judge Frank L. Wilder ordered Huresky to pay \$10 a week for the period of one year, post a bond of \$300 or go to jail for 60 days.

BUILDINGS BURNED IN IRISH RIOTS

Tuam, County Galway, Ireland, July 20.—There was promiscuous shooting and several buildings were burned, including the town hall in an outbreak here early today. According to the townspeople it resulted from the killing of two policemen last evening.

The firing began at five o'clock, arousing the inhabitants and driving them to shelter. Later fires were started in different parts of the town, doing 100,000 pounds damage, according to the press association.

Military forces were called but were withdrawn.

# Lawyers Question Propriety Of The Trolley Threats

## SUCKLEY IS READY FOR THE BOARD

Belief That Commissioners May Catch a Tarrar In Former Assistant Superintendent.

That the police commissioners may catch a tarrar in ex-Assistant Superintendent Charles H. Suckley, if the former officer ever brought before them for trial as the result of assertions which he recently made regarding his being instructed to "get" exterminators in the city court, is the belief in some circles, that Suckley in his parting shot at the commissioners did not speak of the Cronan affair without first giving careful thought as to the result of his allegations. The former assistant superintendent is considered by many to be too level-headed a man to make rash statements which he would be unable to back up if forced to do so. In view of this fact, it is believed that more fireworks may be expected if Suckley is ever taken officially to task for his utterances.

While the commissioners are hunting for some means by which they can bring Suckley before them, the x-officer remains away from Bridgeport. He left town Thursday afternoon, shortly after addressing a meeting of the policemen in the city court room, and was not at home this morning although he was expected to return last night. It is not known when he will return to Bridgeport.

Chairman John C. Stanley, of the Police board was said to be in New York City this morning, but Commissioner Frank D. Anderson stated that no definite date has been set for a meeting of the board. The commissioner said that the Suckley matter is being closely investigated, and no meeting of the police board is likely to be called unless it is determined that the former officer can be arraigned.

COL. MURPHY IN DENIAL OF STORY OF LOST TROUSERS

Col. T. J. Murphy, who attended the San Francisco convention as alternate for Michael J. Connelly, who took the place of Mayor Jeremiah Donovan of Norwalk, returned home last night looking fine and hearty and enthusiastic for the nominees of the party.

"There was nothing to the story in the papers that I lost my trousers in a bar," said the colonel, who was in the Plaza Hotel, where the Connecticut and Missouri delegates stopped, and we left the hotel at 7:30 in the morning to attend a 9 o'clock session of the convention and when we returned at 10 o'clock we were told that there had been a fire in our room.

"There was a bay window to the room and the windows were left open and the woman who operated the elevator found the room on fire about 2 o'clock. She and the housekeeper went in and found papers in the room and a lost my trousers in the fire but there is nothing to it."

"I know somebody got out the rumor that I was going around in a barrel as I had lost my trousers in the fire but there is nothing to it."

No matter what they tell you the sentiment of the western country is "wet." At every town and city we stopped we tried to find out the sentiment and in only one town in Nebraska was the sentiment "dry."

The majority of the convention was for Cox from the start and they voted for him after they broke away from Cummings. They were Michael Connelly and William P. Kirk of Fairfield, Mass., David E. Fitzgerald and Arthur O'Keefe of New Haven, Congressman Augustin Lonergan of Hartford, and Mayor Daniel P. Dunn of Williamst. Spelacy and a few of the others were for Palmer and Colonel Walsh and some others were for McAdoo.

We had a great trip both going out and coming back. We went out through Michigan and to Chicago and then went to Kansas City where we were joined by the New Jersey delegation and then went by the Santa Fe to Los Angeles and arrived in San Francisco, Friday, July 2. On Saturday night Homer Cummings gave a banquet for the Connecticut delegation at the St. Francis hotel at which

the American Civil Liberties union of New York has taken up the fight of Sam Lavit for free speech in Bridgeport. A letter has been received from Lavit, secretary of the organization saying that the Liberties union are very much interested in Lavit's fight for free speech in this city and they are ready to furnish speakers or give aid in other ways in the prize.

Lavit who was arrested at the plant of the Columbia Graphophone Co. on last Friday noon and who was released in the custody of his attorney, J. L. Lavery, was arraigned in City court on last Saturday morning said this morning that no speakers would be brought to this city until his case is settled. Lavit will be arraigned in City court again on Friday morning to answer to charges of speaking without a police permit at the Graphophone on last Friday noon.

Lodge No. 30, Amalgamated Metal Workers of America, which Lavit is affiliated with has started a movement to naturalize all the Spanish members who recently were admitted to Lodge No. 34 which is a part of the A. O. U. of A. Five of the Spaniards appeared before the Naturalization Bureau in the County Court House this morning and made their first declaration for their first papers to become citizens. It is planned to have the next group appear each day for their first papers.

After the case of Lavit has been settled he will leave this city temporarily and go to Newark, N. J., while Steve Birch, vice chairman of the organization, will take up the fight for free speech in this city. Birch will attempt to speak at the Lake Torpedo Boat Co. on next Friday noon.

AUTO COLLISION SUIT.

Thomas, Frank and Joseph Bagon, of this city, have filed a suit in the common pleas court against Lena Sam, also of this city, for damages of \$500. The plaintiffs claim that on June 20, their automobile collided with one owned by the defendant, which was being driven in a reckless and negligent manner. The plaintiff's automobile was seriously damaged. Properly valued the defendant has been attached for \$500.

he had as guests Gov. Bruff of Arkansas, Secretary of State Colby and Bruce Kraemer, vice chairman of the National Committee.

"And say, Colby is a great man. I believe that if he had been in the party a little longer he would have been the nominee."

"You've heard all about the convention so there is no use of telling that again."

"We had a great trip back. You think that you'd never come to the end of the 40 mile bridge over the Great Salt Lake and the Yellow Stone Park was wonderful."

"If you ever go out there and go to the Old Faithful Inn you had better bring your check book along. Why they charge you \$14 extra if you took a bath in the bath tubs adjoining your room."

There was considerable discussion of state politics on the way back. It was the common opinion that Homer Cummings should have the nomination for U. S. Senator if he wanted it as the most likely candidate for Governor. Congressman Lonergan was also talked of for this place as he